

THE CORKSCREW

Newsletter of the

WIMBORNE RAILWAY SOCIETY

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Above is Knighton built in 1861. This style of 0-4-2T locomotive was a standard Beyer Peacock product until 1879.

Almost 100 years later, in May 1960, this brand new class AL2 loco E3046 is seen awaiting delivery to East Didsbury where it was stored until entering service in September 1960. E3046 to E3055 later became class 82 however E3046 (and E3055) had both been destroyed by fire before tops numbers were applied thus the remaining locos became 82001 to 82008. E3046 was damaged at Bletchley on 7 January 1971. Both pictures from official Gorton originals courtesy Graham Kelsey.



WIMBORNE RAILWAY SOCIETY COMMITTEE MEMBERS.

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Bryan Stanley.....David Leadbetter.....Iain Bell.....Martin Catford

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Editorial

Well here we are in 2010 and my sixth year at the helm of The Corkscrew and I think it will be a bumper year for our readers if all the promised contributions materialise. One of the most popular features from last year has been the appearance of The Corkscrew in glorious colour on the Society's web site, but this action may have repercussions for any budding author. In the past we have illustrated articles with photographs supplied by their authors, in some cases from their personal collection, where copyright of the photograph may have been unknown. Whilst use of such photographs in a relatively low circulation private publication may not have been problematical, publication to a wider audience raises copyright to the public domain.

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In a complete reversal of the above, our feature article this issue includes photographs from the Beyer Peacock official archive that are being seen by the general public for the first time. Graham Kelsey has been afforded this honour in return for his time spent researching that archive. Also in this issue are the year end layout reports, and a brain teaser to task your knowledge.

Sit back and enjoy Corkscrew 55. Closing date for issue 56 is 11 March 2010.

Cover picture:- The Baddesley Garratt William Francis at the great Garratt gathering. One of many pictures taken by Graham Kelsey or Martin Ellis that will appear in this and the next issue of The Corkscrew.

CHAIRMAN'S CHIRPINGS

Thank you for your support for the committee at the AGM last month. I understand from our editor that written reports presented at the AGM are included in this issue of the magazine.

There have been two changes on the committee. Paul Carpenter has, regrettably, decided he could not continue as a committee member this year. Bryan Stanley has decided to step down as Membership Secretary but, I am pleased to say, continues as a member of the committee.

Bryan has done a fantastic job of Membership Secretary of a club whose membership has increased from 35 in 1984, when Bryan took over the records, to the 110 members in 2009. That is a span of 25 years of loyalty to the club members and personal effort for the club. The committee and the members are very grateful to Bryan. We welcome our new Membership Secretary, Martin Cafford who was voted onto the committee at the AGM.

In October Mike Stollery gave us a slide show of his picturesque journey from Calgary to Vancouver behind the Empress, a 4-6-4 Canadian Pacific Railway Express steam locomotive.

In November Ken Aveyard, Chris Francombe and Chris Aston gave us a three-part evening of digital and slides. They showed, respectively, classic and new buses, the Skytrain of Vancouver and British Railway Routes before their closure.

In December we were given an audio-visual show of pictures with a transport theme and appropriate music as soundtrack all skilfully compiled, edited and presented by our Brian House. Subjects included the English Electric Gas Turbine locomotive, Bullied locomotives, motor racing at Donnington Park, the British Railways Standard Class 9F locomotive, road buses, Red Arrows at air displays, railway liveries and a light hearted look at photography.

In January we were privileged to have Nick Lera, again this year as last, giving us an evening of railway films, superb in their composition and content. They ranged from the railway workshops through views from a signal box at a busy London junction station to Beyer Garratt locomotives working the challenging grades and curves of the railways of South Africa.

We have prepared a programme of Thursday and Tuesday evenings and other events into the summer and encourage all members to participate, please, as often as they are able.

Graham Bevan

Beyer, Peacock, H.W. Garratt, 100 years of Garratt Locomotives and the Great Garratt Gathering

by Graham Kelsey

I had planned to write just a short article for the Corkscrew, to celebrate the Anniversary of 100 years of Garratts, which was on the 17th of August 2009, but this all changed when I got an email in late July 2009 from Danny Hopkins, the editor of Steam Railway magazine. He also wanted to make sure that 100 years of Garratts was commemorated in SR magazine and had contacted the Museum of Science and Industry in Manchester. Steve Davies, the Director at MOSI then gave him my name, as I was what the museum referred to as their resident 'Garratt Guru', whatever one of those is ?

Danny said he just wanted a quick 2,500 word article and my immediate words to him were you've got 2 hopes, and that's Bob Hope and No Hope, as I figured 2,500 words was like having a go at writing War & Peace. It's one thing to write a few words for the Corkscrew I thought, but it's another thing altogether to write an article for a mainstream railway magazine, especially when all those Garratt rivet counters would be waiting to pounce. Anyway, after trying to figure out how to get out of it, I decided to have a go and write a few words to see how they sounded. Well after a few evenings of burning the midnight oil and with a deadline of the end of July 2009, what follows is not the version I submitted to Steam Railway, but the later updated and unabridged deluxe edition, especially for 'The Corkscrew'....

It all really started in 1854, some 53 years before Herbert Garratt arrived in Manchester, for this was when Charles Beyer and Richard Peacock bought a piece of farm land across the main railway line opposite the then Manchester Sheffield & Lincoln Railway locomotive depot and workshops in Gorton Manchester. So first a little history about these two amazing young men who founded the business that became Beyer, Peacock & Co Ltd., locomotive builders to the world, the company becoming and rightly so, synonymous with articulated Garratt locomotives.

Charles Beyer (1813 – 1876) was born in Saxony. He studied for four years at Dresden Polytechnic and after finishing his studies, went to work in Chemnitz, in the machine shop of Herr Haubold, to whom twenty years later, under the Beyer, Peacock brand, he would sell machine tools manufactured at Gorton Foundry. His progress there must have been excellent, for he received a grant from the Saxon Government to visit England to study and report back on improvements, mainly in textile machinery. After returning home and making his report, he was given both a payment from the mill owners of Chemnitz, as

well as a reward from the Saxon Government and although only 21 years of age, he was offered the posts of mill manager in both Chemnitz and Dresden, but refused them both and in 1834, left his home in Germany to return to England.

With the cotton industry now being totally mechanised, Manchester had become the engineering centre of the world and so it was no surprise that he returned there. He started work at Sharp Roberts and Co., as an improver draughtsman and soon caught the attention of Richard Roberts as a quick and natural draughtsman and a good mathematician. It was here that Charles Beyer made his mark as a locomotive designer. In 1832 Roberts, who was a prolific inventor, had designed the locomotive Hibernia for the Liverpool & Manchester Railway and in 1835, he received an order for 10 locomotives from the Grand Junction Railway. It was Beyer who designed these under Robert's supervision and Sharp Roberts & Co. soon became the rivals of Robert Stephenson & Co., having gained a distinguished reputation for the design and quality of their locomotives. Beyer became head of the drawing office, then later chief engineer and finally manager and by 1850 he had helped to turn out 600 locomotives for the company, most of them being 2-2-2 types.

It is believed that in 1847 at an informal meeting at Charles Beyer's house in Manchester, a decision was made to form the Institution of Mechanical Engineers. If this is not the case, he and Richard Peacock were certainly at a meeting of engineers on the Lickey Incline, which is generally regarded as the start of the Institution, George Stephenson being elected its first President and Charles Beyer a Vice President.

In 1852, C.P. Stewart became a partner of the company and the name was changed to perhaps the more well known name of Sharp Stewart & Company. Soon after, for whatever reason, Charles Beyer left the company, travelling around England and Europe for a few months, before returning to Manchester, where he formed a partnership with Richard Peacock, to begin the manufacture of locomotives.

Richard Peacock (1820 - 1889) was 7 years younger than Charles Beyer and was born in Swaledale, Yorkshire. His father Ralph, who was a lead mines foreman, took Richard to see the grand opening of the Stockton & Darlington Railway in 1825 and this may well have sparked a railway interest in Richard. In 1830 Ralph moved the family to Leeds, to take up the post of Assistant Superintendent at Walker & Burgess, a company who were building Marsh Lane Tunnel on the Leeds to Selby Railway. Richard Peacock went to Leeds Grammar School for 4 years, leaving at 14 to become apprentice to Fenton, Murray & Jackson in Leeds. This well known company were at that time making locomotives for the Liverpool & Manchester and the Leeds & Selby Railways. Peacock worked under Jackson, head of the company and certainly gained a good insight into every part of the business, but particularly the locomotive side.



CHARLES BEYER



RICHARD PEACOCK

In 1838 at the age of just 18, Richard Peacock became the Locomotive Superintendent of the Leeds and Selby Railway and was by all accounts well respected by the men a lot older than himself. With the takeover of the Leeds & Selby Railway by the York & North Midland Railway, Peacock refused a move to York and instead in 1840 he headed south to London.

There he worked with Daniel Gooch, who was in charge of the locomotive side of the Great Western Railway, which Isambard Kingdom Brunel was building at the time. In 1841 the Manchester & Sheffield Railway was nearing completion and Peacock applied for the position of Number 1 engine-man. He was given the post without even being interviewed by the company and moved up to Manchester just a week before the arrival of their very first locomotive. He soon became head of the locomotive department and was asked to find a site for and plan the new locomotive depot and workshops, of which one of the features became a large circular and domed roof engine shed with a double track turntable. The site he chose was at Gorton, just a small village at that time, 2 miles out of Manchester. The reasons for this choice were that it was a large mainly flat area, was close enough to the Manchester terminus at London Road, had access to suppliers and a good engineering background workforce in the area. It was also far enough out of the centre of Manchester so as not to attract the very high local city taxes.

Richard Peacock undoubtedly changed Gorton and the neighbouring small village of Openshaw into a very important manufacturing centre, as he persuaded some up and coming companies to move to the area. These included Jack Ashbury with his extensive coach and wagon works and Sir Joseph Whitworth, who moved out of the centre of Manchester with his gun and machine tool factory.

Also nearby was the Stockport branch of the Ashton Canal and this provided not only local transport, but was also a major source of water for the steam engines that were powering these new workshops. Beyer and Peacock later used this same canal when they set up their own factory. Interestingly the canal later came into the ownership of the L.N.E.R.

From as early as 1841, the Manchester & Sheffield Railway had been ordering locomotives from Sharp Roberts and this could have been how Peacock and Beyer originally met, as they may have worked together from 1844 to 1846 on an 0-6-0 engine for the Manchester, Sheffield & Lincoln Railway. It seems to have been Peacock who talked Beyer into setting up their own locomotive works and so it was that Peacock resigned from the Manchester, Sheffield and Lincoln Railway. He moved just across the railway tracks and with Beyer, they bought in 1854 a 12 acre site with cows still grazing on it. Work commenced straight away and Beyer is known to have spent the first couple of weeks felling trees on the site, which apparently he thoroughly enjoyed and this is what became Beyer and Peacock's Gorton Foundry.

Peacock brought to their new company a great ability for man management and business skills, as well as all his experience in locomotive maintenance and operations. But strange as it may seem, it was Beyer with all his locomotive design knowledge, who had in 1853, already started designs and layouts for new workshops and by November 1845, just 7 months later, their first order for a cast iron drum was on its way to the Shrewsbury & Chester Railway, with locomotives for other companies already on the order books. This was indeed the right time to start up a locomotive works, due to the great expansion of railways, not just in Great Britain but in Europe and many other countries around the world. So for the next 53 years business boomed at Gorton Foundry and by the time Herbert William Garratt first came to visit in 1907, although both Charles Beyer and Richard Peacock had by then long since gone to that great locomotive works in the sky, their legacy was living on, as the company, having gone from strength to strength, was celebrating at that time, the completion of the 5,000th locomotive built at the works since it opened.

Herbert Garratt (1864 - 1913) was born in Hackney, London and educated at private schools, leaving at 15 to serve an apprenticeship with the North London Railway at their Bow locomotive works. Completing his apprenticeship in 1882 he left the railway and went to Doxford's marine engine works in Sunderland, after which he served at sea as an engineer on several steamships. In 1885 he returned to the railways as an inspector of engines for C. Douglas Fox and then as an inspector of railway materials for Alexander Rendel. Later he took a job with the Vacuum Brake Company, inspecting engines on the London & South Western Railway.

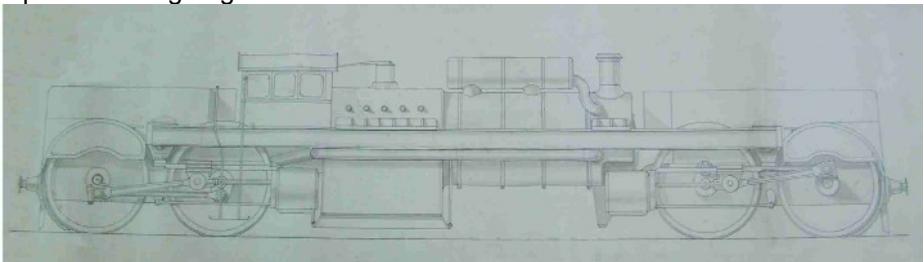


In 1889 Garratt travelled abroad to South America where the Central Argentine Railway appointed him as temporary head draughtsman and later in 1894, district locomotive superintendent. In 1897 he returned to England at the request of the railway to inspect a new batch of locomotives that were being built. On returning to Argentina, he decided to catch a ship on which his younger brother was engineer. This however delayed his return, the ship arriving late and although Garratt had given 8 years excellent service to the railway, he was instantly dismissed by the new General Manager.

In 1900 he caught a ship to the Caribbean and went to work as locomotive superintendent to the Cuban Central Railways, where he reorganised the workshops. Not agreeing with management regarding a young man from England who had just completed his apprenticeship taking over as second foreman from the man already holding the job, Garratt protested, took a financial settlement and resigned.

In 1902 Garratt, who had just been elected a member of the Institution of Mechanical Engineers, went to the Lagos Government Railway, which was in a terrible state with almost no locomotives available for services and in fear of a complete shutdown. Within 7 weeks he had pulled things together and was able to report to the Traffic Superintendent that a full train service could be resumed. From that he oversaw the construction in record time of some new locomotives shipped in from England and completely reorganised the locomotive department in order to save considerable running expenses. Unfortunately it seems the climate there did not suit him nor really in Argentina and he returned home suffering from quite poor health. This did not stop Garratt however, for in 1904 he left for Peru, to take up the post of Resident Engineer and Locomotive Superintendent with Lima Railways. This position only lasted for a short time though, as the railway was taken over and electrified so his services were no longer needed, but at least Garratt got a first class passage home to England out of it.

Through all these appointments, Garratt had acquired a wide experience of railway engineering and management and this under the most difficult of working conditions. During his time with these overseas railways, he had made a special study of existing types of articulated locomotives, such as the Fairlie, Meyer and Mallet. In 1906 Garratt returned to England and having realised the problems involved on narrow gauge track, such as stability, traction and speed, he produced his first sketches of a Garratt articulated locomotive, to show the advantages of mounting the boiler centrally between a pair of driving bogies that carried both the fuel and water tanks.



Garratt's original idea was nothing more than just a sketch on a small piece of paper, which by all accounts seems to have come from him seeing a long bogie wagon cross over reverse curves in a railway yard and this got Garratt to thinking it may be possible to build a locomotive on the same principle.

He first showed his designs to Kitson & Co., the locomotive builders in Leeds, but as the company had already developed the Kitson-Meyer articulated locomotive, they rejected his proposals. Things were soon to change in a dramatic way however as Herbert Garratt was asked to visit Beyer, Peacock & Company in Manchester at the beginning of 1907, to check on a batch of locomotives that were being built for the New South Wales Government Railway. Whilst there he showed the company directors his new articulated locomotive designs and discussed with them his ideas. They must have been impressed for they agreed to work with him immediately, obviously seeing the inherent superiority of his design concept.

In March 1907 Beyer, Peacock had begun work on designs for Mallet articulated locomotives for the Tasmanian Government Railway, the drawings actually being started in April. With the arrival of Herbert Garratt and his new articulated locomotive design, suddenly this new design of locomotive had many and improved possibilities over the Mallet. From then on things moved swiftly and on the 26th of July 1907, Herbert William Garratt took out a provisional Garratt patent. Included in the application were general arrangement drawings, thought to have been based on the preliminary Mallet drawings done for the Tasmanian Government Railway in April. On the 7th of August 1907, Garratt was officially appointed Inspecting Engineer for the New South Wales Government Railways. This insider knowledge surely helped with future contracts and in the meantime both Herbert Garratt and Beyer, Peacock worked together to seek out potential future markets for these new locomotives.



Garratt, who was quite an accomplished artist, even produced a series of oil paintings at that time, including what are obviously two slightly larger versions of K1 in steam and at work. One of these he used on his letter headed paper and the other in his and Beyer, Peacock's promotional material about the Garratts. This was actually before any of the Garratts had been built and how similar the locomotives in the paintings were to the finished locomotives K1 and K2, although larger.

Things happened quite quickly now and at the beginning of October 1907, Garratt sent some drawings and blueprints to Gorton. A few days later on October 9th, Samuel Jackson, a Beyer, Peacock draughtsman and later to become Works Director, prepared the first Garratt drawings. These Garratt drawings would now start to replace the 0-4-0 + 0-4-0 Mallet drawings, being prepared for presentation to the Tasmanian Government Railway and also the drawings for an 0-4-0 + 0-4-0 Fairlie design, to be considered by the New South Wales Government Railways. Herbert Garratt and Beyer, Peacock were now ahead of the game compared to other articulated locomotive design companies and so in November 1907 Garratt, who had been living in London, moved to Manchester with his family.

On the 24th of January 1908, a complete Garratt specification patent was deposited at the Patent Office and to avoid any conflict of interest, later that year in August 1908, Herbert Garratt also resigned from his post with the New South Wales Government Railways, as drawings had already been sent to them regarding a possible Garratt order. To demonstrate the potential of Garratt locomotives to prospective customers, pre to the order and building of K1 and K2, there was a plan in 1908 to convert the Beyer, Peacock 1ft.6in gauge works shunter into a 0-4-0 + 0-4-0 Garratt and early in 1909 the drawing office was ordered to produce a full set of drawings with costings for a standard gauge Garratt, again to show potential customers.



HW Garratt, centre, in front of K1 24 August 1909 during final testing.

With the granting of the Garratt patent in June 1908, Herbert Garratt and Beyer, Peacock signed a formal agreement on the 18th of September 1908, to determine patents, licenses and royalties, etc. Garratt kept the English patent for himself, along with a royalty of £2 per ton for every Garratt built by Beyer, Peacock and this probably included those built under license also. Beyer, Peacock however had sole manufacturing rights in the UK and shared all the foreign patents with Herbert Garratt. The first locomotives built were all known as Garratts until 1928 when the original patent expired and from then on they were all known as Beyer Garratts.

On the 29th of January 1909 the Tasmanian Government Railways placed the very first order for a 'K' type 0-4-0 + 0-4-0 Garratt locomotive, K1, to run on the 2 ft gauge Dundas Tramway, working lead ore trains from the mine to the smelters. This was followed by a second order placed on March 12th, for K2. Against Herbert Garratt's advice, the customer requested compound locomotives requiring cylinders at the inner ends of the bogies. Only one other Beyer, Peacock Garratt was ever compounded, this was a later order for Burma Railways in 1927. All other future Garratts had cylinders at the outer ends of the bogies. Both K1 and K2 were built almost side by side, K1's boiler first being steam tested on the 21st of July and the engine being fully completed and first fully steam tested and test run in Gorton Yard on the 17th of August 1909.

K1 and K2 were taken in crates to Salford Docks, Manchester where it is thought they were loaded on board a coaster on the 7th of October 1909, to be then transferred to the White Star Lines SS Athenic, which sailed from London to Tasmania on the 15th of October 1909. The Athenic called in at Plymouth, which is where the locomotives may have been transferred, and then sailed on via Tenerife and Capetown, arriving at Princes Wharf, Hobart, Tasmania at 9am on the 25th of November 1909. K1 and K2 were then moved to Zeehan, assembled and were in service by January 1910. An initial running report about K1 and K2 was sent back to Beyer, Peacock & Co Ltd. in Manchester, in March 1910.

In June 1910 the next order was placed for a Garratt, this time for the Darjeeling-Himalayan Railway and again it was to be another 2ft gauge 0-4-0 + 0-4-0 locomotive. This was followed in 1911 with an order for six 2-6-0 + 0-6-2 Garratts, this time for the 3ft.6in gauge Western Australian Government Railways. Garratt continued to work with Beyer, Peacock until he moved back to London in March 1911, leaving the company to carry on with the design and sales of the Garratts, something which they had been doing really since the outset. Herbert William Garratt died at his home in Richmond Surrey in September 1913, aged just 49 and so he was never to see the later great success of his original idea and design, just 25 Garratts having been built by the time of his death.

It is interesting to note that between November 1885 and February 1913, Garratt took out nine patents, eight of these relating to locomotives and one for an improved egg opener. I wonder if it was articulated!

Following his death, Garratt's widow Louise continued to receive the £2 per ton payment from Beyer, Peacock as part of the original agreement. These payments kept her quite comfortable and continued until her death in 1960.

Licenses were issued in the early days to the Baldwin Locomotive Company of Philadelphia, USA, Henschel & Sohn in Germany and the Societe St-Leonard in Belgium. Although Baldwin did look at some designs and plans were drawn for an American Garratt, the company never did build any Garratts under license, probably because they were already building large articulated locomotives of their own designs anyway. More licenses were later granted and altogether 19 other companies manufactured and assembled Garratts, probably the more well known ones amongst them being the North British Locomotive Company, Societe Franco Belge, Henschel, Hanomag, John Cockerill, Babcock & Wilcox and finally Hunslet Taylor.



HW Garratt stands by the second Moganya, Brazil, metre gauge 4-6-0+0-6-4 in Gorton Foundry yard in August 1912.

The First World War stopped locomotive production at Gorton although gun carrying bogie wagons were constructed there, alongside the manufacture of guns and munitions, and so it wasn't until 1919 that production resumed and business really picked up with 3 good orders for South African Railways. These were for three 2ft gauge 2-6-0 + 0-6-2 NG/G11 Class, one 3ft.6in gauge 2-6-0 + 0-6-2 GA Class and one 3ft.6in gauge 2-6-2 + 2-6-2 GB Class Garratts, 3ft.6in being the normal S.A.R gauge.

Trials in South Africa of this first GA class Garratt against a Mallet, illustrated the remarkable features of the Garratt design. It not only hauled greater loads than the heavy main line engines including the Mallet, but its running times were better and its water and coal consumption less. The maintenance costs were also expected to be lower, because the Garratt boiler did not have to be worked to its limit. Another bonus for Beyer, Peacock at this time was the arrival from South Africa of W. Cyril Williams from the South African Railways with his enthusiasm for the Garratt design. He was to become Beyer, Peacock's most successful Chief Salesman and was a great advocate of the Garratts.

There was one class of Garratt however, that at this time did manage to slip through the net, as far as Beyer, Peacock were concerned and this was the South African Railways 4-6-2 + 2-6-4 GF Class Garratt, as they were not built by Beyer, Peacock and were not even built under license to them either. Herbert Garratt's original patent, as mentioned earlier, was shared with Beyer, Peacock until the 26th of 1923, but due to the cessation of locomotive production during WW1 the patent was extended officially up to the 26th of January 1928. When it expired however, the company could not renew it under the patent laws, as it was not solely theirs to renew, and Herbert Garratt had died. Beyer, Peacock did manage to get round this by taking out a series of patents on specific refinements of the design developed by them, but the new patents took time to bring into effect and in the meantime, three German manufacturers, Hanomag, Henschel and Maffei saw their chance and jointly secured an order for 65 of the GF Class Garratts, the largest order of Garratts ever, up to that time.

These 65 Garratts were produced in 1927 and 1928 and as Beyer, Peacock's rates were typically £3 per ton per Garratt built under license, they lost out on a potential income of £25,350, a large some of money indeed, for any company at that time. The three German companies do seem to somehow have been well prepared for the GF orders, considering how relatively early these locomotives appeared in the history of the Garratt, the success of these locomotives seeing them work well beyond the life span of some other classes of engines at that time.

The greatest advantage of the Garratt was the freedom it gave the Beyer, Peacock drawing offices to produce the best possible boiler designs. With the boiler suspended between two power units, there was unrestricted space available for wide and deep fireboxes and barrels of much larger diameter.

The East African Railways 59 or Mountain Class Beyer Garratts had a boiler of 7ft.6ins in diameter on metre gauge, far larger than the boilers of engines on the 4ft.8½in gauge of the UK, where the loading gauge is so much more restricted. The grate area could also be made very large, as it was not hemmed in by wheels. One man however could not stoke more than 50 sq.ft. of grate area and so the larger engines had either mechanical stokers or oil firing.



Just one year old, the second LMS 2-6-0+0-6-2 Garratt number 4998 was photographed on shed in 1928.

In 1931, Beyer, Peacock developed and patented the rotary "self-trimming" bunker, these being fitted to most of the Beyer Garratts built for the London Midland and Scottish Railway, which worked long coal trains to London.



LMS Garratt 47990 one of the later batch with rotary bunker runs light engine on 24 March 1951.

However, the big Indian P Class Beyer Garratts with a grate area of 70 sq.ft, as used on the Bengal-Nagpur Railway, carried two firemen and sometimes a third man to bring the coal forward. Although two firemen were carried, the number of staff were reduced because these engines eliminated double heading and banking on the railway. On the Benguela Railway in Angola, some of the Beyer Garratts were wood-fired, partly due to the difficulty of transporting other fuels. These engines carried a crew of four, two to feed the logs forward continuously, especially when the engines were working hard up the long gradients.

Another design feature fully exploited by Beyer, Peacock over the years was spreading the weight of the Garratts over more axles. When many of the railways were built in overseas countries, there was either insufficient capital or the countries themselves were not far enough developed economically to justify a large investment in heavily engineered railways. Often light track was laid down on insubstantial foundations and long sections of single line limited the number of trains that could be run. Alternative solutions were either double heading longer trains or rebuilding and re-laying large parts of the lines to take heavier locomotives. Either method was expensive and so the Garratt provided a cheap and reliable answer.



An open day at Beyer Peacock's Gorton Foundry in 1926 with a recently completed standard gauge 2-8-2+2-8-2 for Chile, South America. On the left is the then new boiler mounting shop.

The Sierra Leone Government Railway weight limit for conventional locomotives was reached even before 1926, due to a 5 ton axle load and so three 2ft.6in gauge 2-6-2 + 2-6-2 Garratts were delivered that year. Comparative results were obtained from trains headed by Garratts and trains double headed by a tender engine and tank engine, the Garratts showing much better performance all round. An excellent example of Beyer Garratt designed for 50lb rail was introduced on the Sudan Railways in 1937, where the maximum axle load was restricted to 12.5 tons.

As these lines crossed some of the worst desert in the world, the greater part without water and with temperatures reaching 150F, the maximum quantity of water had to be carried. This Beyer Garratt was the first 4-6-4 + 4-6-4 but even so, auxiliary water tanks were still necessary on some sections. These engines however could haul trains of 1,600 tons on round trips of 600 miles and at the time were the most powerful to operate on the 3ft.6in gauge. This design was soon to be enlarged, for in 1939 a more powerful 4-8-4 + 4-8-4 Beyer Garratt was built for the Kenya & Uganda Railways. These K.U.R. EC3, later 57 Class locomotives were the first with this wheelbase and were used on the round trip from Nairobi to Kampala in Uganda, a distance of 1,100 miles. A design built in 1938 for the South African Railways was the GM Class, a very powerful yet light Beyer Garratt with most of its water carried in an auxiliary water tanker behind the locomotive. The rear unit of the engine carried only coal, while the front tank carried sufficient water for shunting purposes when the engine was detached from its train.

Although most Garratts were designed for freight haulage and in spite of their length, many being over 100ft long, they were remarkably steady and light on the track. They took the curves better, had less tyre wear than many conventional locomotives and so unsurprisingly, some were actually built for express passenger train workings.

Perhaps the most well known of these were the 4-6-2 + 2-6-4 streamlined Beyer Garratts, built under licence for the Algerian Railways section of the Paris, Lyon & Mediterranean Railway by Societe Franco Belge in France with the full co-operation of Beyer, Peacock. They were the fastest Beyer Garratts in the world and one of the class built in 1936, before being shipped to Algeria, ran at speeds of up to 82mph whilst on test, working express passenger trains from Calais to Paris.

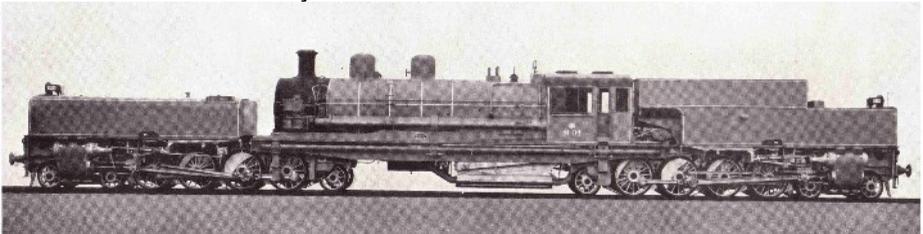


The Algerian Garratt on test at Calais, as referred to above.

Once in service in Algeria, these locomotives were capable of reaching speeds of more than 75mph. In fact between Algiers and Oran, a distance of 262 miles and with gradients of 1 in 45, these engines hauled 466 tons in 5 hours 50 minutes, averaging 45mph, whilst anything previously over 256 tons was double headed and took nine hours.

Other even earlier express Garratts noted, were six 2-6-2 + 2-6-2 engines with 5ft.6in driving wheels, built by Beyer, Peacock in 1927 for the Sao Paulo Railway in Brazil. Whilst on mainland Europe, six 4-6-2 + 2-6-4 express Beyer Garratts were built in 1931 for the 5ft.6in gauge Central of Aragon Railway in Spain, by Euskalduna of Bilbao, they had 5ft.9in driving wheels. It is also noted that as early as 1912, one of the two 4-4-2 + 2-4-4 Garratts supplied by Beyer, Peacock as the second order of Garratts to the Tasmanian Government but for their 3ft.6in gauge railway, reached speeds of 55 miles per hour on a demonstration run, a record for the Tasmanian Railways at the time.

Continual improvements and attention to design details made the Beyer Garratts very reliable and economical and in 1940 Rhodesia Railways were looking for locomotives to haul 500 ton trains from Mafeking to Bulawayo, a distance of 484 miles with gradients of 1 in 80 through Bechuanaland, where no servicing facilities existed. As speeds up to 50mph were expected, Beyer, Peacock produced for them four R.R. 4-6-4 + 4-6-4 15 Class Beyer Garratts, all the bogies being fitted with roller bearings and all the coupled wheels having grease lubrication. Although there were 48 main bearings on each of these locomotives, no hot bearings were ever reported. As there were turning triangles at each end of this line, these Beyer Garratts were fortunate enough to be turned around to face chimney first at the end of each trip. Because of this, the valve gear was arranged for chimney first working and the front tanks were slightly streamlined. These were considered to be the most economical locomotives on the railway.



Some of the wide range of Garratt and Beyer Garratt locomotives have already been mentioned, however there are many more and some of great interest. The largest steam locomotive ever built in Europe was the 5ft gauge 4-8-2 + 2-8-4 Beyer Garratt for the Russian Railways in 1932. **Pictured above.** This weighed in at 262.5 tons, was well over 100 ft long, 17ft.2in high, had bar frames 5ins thick and was tested in a temperature of -41C, or 74 degrees of frost.

Its nearest rivals were the 3ft 6in gauge GL Class for South African Railways, the 59 or Mountain Class on the metre gauge for East African Railways and the AD60 Class Beyer Garratts on the standard gauge in Australia.

The most powerful steam locomotive ever built in Great Britain was the one and only L.N.E.R. 2-8-0 + 0-8-2 Garratt built by Beyer, Peacock in 1925, to be ready and on show at the Stockton & Darlington Railway Centenary celebrations at Darlington. It could handle 700 ton loads up an incline of 1 in 40 without assistance and was used for many years on the Worsborough Incline of the Manchester, Sheffield and Wath line, where it gained much notoriety on heavy west bound coal trains.



LNER Garratt 2395 first works photograph, June 1925.



Now as BR 69999, seen at work on 4 May 1949 banking up Worsborough incline.

In 1927, two years later, the L.M.S. ordered three 2-6-0 + 0-6-2 Garratts and in 1930, 30 more, used mainly on the heavy coal trains to London from the East Midlands. It seems to be generally agreed by those with much knowledge of Garratts, having built, worked on or driven them, that had the railway companies in England given the specifications and orders to Beyer, Peacock and just let them get on and build them, with all their expertise and know how and without any interference, that these Garratts would have been much better locomotives. This certainly seemed to be the case regarding the success of the Garratts built for South and East Africa, where a specification was discussed, an order was placed with the company and then delivery was awaited.

Four small 0-4-0 + 0-4-0 standard gauge Garratts were built by Beyer, Peacock for shunting duties at industrial works and mining sites in England and Wales. The most well known of these was William Francis, built by Beyer, Peacock in 1937 for working the steeply graded 1 in 23 Baddesley Colliery lines at Atherstone in Warwickshire and out onto the west coast main line. William Francis was the last standard gauge Garratt to work in the UK, being withdrawn from service at the end of 1964. The other quite well known small Garratt, apart from the 2 that worked in Wales, was Beyer, Peacock 1932 built Sneyd Collieries No. 3, that worked the Sneyd Collieries at Burslem near Stoke on Trent.

Most Garratts however were shipped overseas and some worked on the world's highest lines, such as the standard gauge Central Railway of Peru and the metre gauge Antofagasta & Bolivia Railway, both at 16,000ft above sea level.

Some special Beyer Garratts were also built during the Second World War and pride of place must go to a war order for the Burma Railways. From receiving the official instruction, designing these 2-8-2 + 2-8-2's, the purchasing of materials and manufacture, the first engine was in steam in Gorton yard within 118 days, four days ahead of schedule.

Tanks, shells, other munitions and even some top secret modified gun carrying bogie wagons were also produced at Gorton Foundry during the war, in addition to locomotives.

Editors Note.

This is an opportune point at which to break this article, before it takes over the entire issue. Graham Kelsey has been given unprecedented access to the Beyer Peacock archives held by Manchester Museum and has permission to use photographs from the archive to illustrate articles he has written for both The Corkscrew and other journals. Some of the pictures used to illustrate this article have never before been seen by the wider public.

Part two of this article dealing with the wartime, and post war production of Beyer Peacock will be covered in a future issue of The Corkscrew.

RAILWAYS ROUNDABOUT

NOVEMBER :- Tuesday 10th found the 60th Freightliner Class 66 arrive in Dorset when No 66598 worked empty wagons to Wool in readiness for the Neasden sand train on the next day. Later in the week the Euro-Scout test unit arrived in Poole yard from the Southampton direction before returning east a few minutes later. Tuesday 17th saw Class 31 No 31105 work a two coach test train from Eastleigh to Weymouth, a third vehicle in the formation was DVT No 9702, Poole was passed at 22.00. The return working trundled through Poole at 00.30 (18th) with the DVT leading as the train headed for Selhurst depot, London. Also on the 18th Freightliner's 66598 worked the Wool-Neasden sand train for a second week. After a two week gap, Friday 20th had Class 59 No 59101 working to Hamworthy with a stone train from the Mendips. The Wool-Neasden sand train produced No 66602 on the 25th, the last 66/6 to work this service was in February. However 66602 left its mark in the area by slipping to a stand on Parkstone bank !! Having passed Poole on time at 15.20 the loaded train ground to a halt just after passing Parkstone, all attempts to restart the heavy train failed. It then sat blocking the up line for THREE hours until sister engine No 66516 came to the rescue having travelled light engine from Millbrook. No 66516 ran down to Poole before running up behind the stranded sand train and BANKING it away. As far as can be ascertained this is the first freight train to receive banking assistance on Parkstone bank since an oil train stalled in the 1980's !

However next day (26th) Parkstone bank proved no obstacle to Bulleid Pacific No 34067 "Tangmere". At 07.30 on the 26th "Tangmere" arrived in Poole on the rear of an 11 coach e.c.s. train hauled by Class 47 No 47245. After the 47 had been detached "Tangmere" departed Poole at 08.30 heading for Bristol and roared her way up through Parkstone. Well what do you expect from a Bulleid ? ! No 47245 remained in Poole yard all day. "Tangmere" returned to Poole at 20.15, once 47245 had been re-attached, it hauled the e.c.s. and "Tangmere" to Eastleigh to turn and stable for the night. Next day, Friday 27th, No 47245 hauled the e.c.s to Swanage, again "Tangmere" was attached on the rear, the train passed Poole 40 minutes late at 14.45. Saturday 28th saw "Tangmere" depart Swanage at 08.00 for London, Waterloo. At 09.25 after picking up passengers at Poole No 34067 once again blitzed Parkstone bank. Returning from London "Tangmere" put in her fifth appearance in Poole at 21.20 returning to Swanage. Finally on Monday 30th "Tangmere" passed Poole at 13.20 for the sixth and final time (this year) on the rear of the 12.00 Swanage to Southall e.c.s. working hauled by No 47245 which had stabled at Swanage over the weekend.

DECEMBER :- Tuesday 1st saw problems affect services on "our" line when a landslip occurred under the up line near Upwey. Trains terminated or started at Dorchester with buses replacing trains to/from Weymouth.

At around noon a shuttle service worked by 444004 began running over the down line between Weymouth and Dorchester. Week ending 5th December produced no freight trains, into Dorset. The famine was lifted on Monday 7th when Freightliner's No 66953 worked the Neasden to Wool empty sand wagons. Later in the week two stone trains ran to Hamworthy 59103 (9th) and 59201 (11th). The last "Dorset Freight" for 2009 ran on Wednesday 16th December when 66604 worked the Wool to Neasden sand train.

JANUARY 2010 :- January started with a very severe cold spell. At first the low temperatures caused few problems until the snow fall of 4th and 5th, once the snow arrived so did chaos to local rail services. In our area on the 6th an hourly ran between Bournemouth to Weymouth in lieu of the usual two trains from London. It also caused the Lymington branch to be suspended.

ADVANCED NOTICE :- It is strongly suspected that the weekend of May 22nd/23rd 2010 will be the last occasion that the "Heritage" slam door 3Cig units will work the Lymington branch. Therefore you have just four months to photograph or travel on the last Mark 1 stock in every day public service (as opposed to railtour stock) before they become part of railway history !

SWANAGE RAILWAY (SR) :- On Friday 27th November, Class 47 No 47245 ran to Swanage hauling 11 coaches plus Bulleid Pacific 34067 "Tangmere" on the rear. Saturday 28th saw "Tangmere" work the "Capital Christmas Express" from Swanage to London, Waterloo and return. On Sunday 29th the SR ran a "Bulleid Day" when THREE of the masterpieces were in action viz :- 34028 "Eddystone", 34067 "Tangmere" and 34070 "Manston". Highlight of the day was when 34067 + 34070 double headed the 13.10 to Norden and the 13.50 return to Swanage, "Manston" had been turned to face Swanage so that she and "Tangmere" both faced the same direction. Santa services at weekends during December were worked by M7 30053 5th/6th & 12th/13th. Standard No 80104 did the honours on 19th/20th, whilst "Eddystone" worked the Christmas lunch trains on all weekends. To close the 2009 season, Standard 4 No 80104 worked services from 26th December to 3rd January 2010.

POOLE PARK RAILWAY :- A steam locomotive was noted working on the railway at weekends in November. Insurance considerations prevent the loco' working trains, thus the engine follows the "service train" around the circuit. Whilst in Poole the loco' an 0-6-0 tender engine is in the custody of Kevin Patience (a recent slide show presenter at WRS), on Sunday 15th November our esteemed Chairman was noted with his hand on the loco's regulator !

For some of the above information I am indebted to Alan Worth, Roger Smith Graham Sutton and internet railway information site "wrgen"



West Coast Railway Company class 47 number 47245 seen here on 26 November 2009 resting in Poole goods yard whilst Tangmere worked a special train to Bristol. Ken Aveyard



Reported in Railways Roundabout last summer was the arrival of the Royal Train at Weymouth, on 11 June 2009. Here 67006 brings up the rear of the empty stock as it leaves Weymouth. Sister locomotive 67005 was on the front. John Henderson

The Name & Shame Anagram Game, Again!

By His Most Right Reverence.

Below is another list of not-so-new society members, but can you work out which is their favourite preserved railway station and the line it is on!? One point for each.

One helpful hint: a few “members” like going to the same railway! Answers to be handed in to me by 11 March 2010 please.

The answers and winner will appear in a future issue of The Corkscrew and/or on the noticeboard. Best of luck.

- 1) Roy Beuwen
- 2) Reginald M. Bone
- 3) Rolf C. Casete
- 4) Ron Chin
- 5) Markus DeFord-Steadman
- 6) Leigh Fab-Stuck
- 7) Fred Fephalski
- 8) Nick Gripe
- 9) Steven Heart
- 10) Sam H. Hering
- 11) Tim Horan
- 12) Sam Hyal
- 13) Ted Ken-y-Horses
- 14) Scot E. King
- 15) Aled Lardey
- 16) Sid A. Leek
- 17) Ron D. Leven
- 18) Neal L. Llong
- 19) Marc Nero
- 20) Stan O’Uncle
- 21) Fred Salor
- 22) Ken Short-Case
- 23) Mark Sobet-Worth
- 24) Tom Strobam
- 25) Robert Tony Stuble
- 26) Noel P. Toadham
- 27) Todd Toning
- 28) Stan Trawell
- 29) Lee Thrice-Torns
- 30) Desmond R. Winter-Kit

CHAIRMAN'S REPORT TO THE AGM – 2009

by Graham Bevan

Summary

This year, 2009, has been a successful year for the club. Our exhibition in April maintained the high standards of previous years and was a great success (the club has already secured the hire of the hall for the exhibition in 2011). The club has a new digital projector and the new test track is operational. Our Corkscrew magazine is now available, in colour, on the worldwide web and our membership numbers remain steady.

Digital Projector

By purchasing the digital projector the club has been able to dispose of the television set. With a much reduced load on the mobile cabinet and the new test track being easier to move, access to the club layouts has further improved and more hands have been at work on them to the benefit of their progress!

Test Track

The test track has always been an important feature of Tuesday work and Thursday club evenings. The new unit provides more track circuits than were previously available and also allows DCC and analogue controllers to be used simultaneously but independently from one another. Separation of DCC from any analogue power supply is an essential requirement of a club test track now that DCC control is an established aspect of the hobby. As a committee we trust there is something on the test track for, just about, every railway model and modeller.

Corkscrew Magazine

Our Corkscrew magazine, unlike the magazines published by some societies, is freely available on the web (a unanimous gesture by the editorial team!) and great publicity for the club.

Membership

Our membership numbers have been maintained. Two fathers and young sons have joined us, so increasing the age range of the membership. John Kimpton, a member for many years and one who had made a significant input to the test track, moved to the Midlands in the summer. We wish him well knowing he will be an asset to any club, whatever the railway region!

Sadly Mike King, a long-standing member, exceedingly generous in effort and knowledge to the club and its members, passed away this summer but will be

Events

As a committee we are aware of the wide range of members' interests, as demonstrated by the subjects of members' presentations. We are also aware that club funds have been spent on layouts and on the test track whilst club

day visits by coach and rail have not been arranged as often as in previous years. The committee, therefore, have identified three events which could potentially be visited in 2010.

Conclusion

I would like to thank all members, including those on this committee, the Corkscrew editorial and production team led by Ken Aveyard and the exhibition committee led by Steve Green for their support.

Thanks also to those who have willingly undertaken the many tasks that are essential to our club that have made club evenings and events enjoyable and convivial occasions.

Wimborne Railway Society Open Day

by George Russell

Members will recall the A.G.M in December 2009 authorised me to investigate the organising of an Open Day to promote the Wimborne Railway Society in the local area.

After due consideration I feel the proposal could only be of benefit to the Society and would present the following proposal and programme for the committee's sanction and presentation to the membership at an Extraordinary General Meeting.

I would suggest Thursday 30th December 2010 as the club will be meeting in the evening anyway. I also suggest changing the Tuesday meeting to the Wednesday evening (subject to availability) to enable the exhibits to be prepared. The obvious advantage would be that we will already have paid for the two evenings room hire and will only incur the Thursday Daytime costs. Also the members can attend at a reasonable time on the Thursday morning. (i.e. 9.00am.).

The admission costs could be as follows:-

Adults	£ 1.50 each
Children	Free (under 16 years)

As a welcoming feature we could also include a cup of coffee or tea with biscuits (if agreed)

The pay area could be accommodated in the lobby broom closet near the front door to maximise space (after a tidy up).

I would recommend the '0' Gauge Layout should remain in-situ with covers to hide the mess under the layout. Other layouts can be situated within the confines of the rooms as appropriate.

The layouts to be exhibited and the responsible members to ensure their preparation to an acceptable standard would include:-

The '0' Gauge Layout. 'Horton Road' Dave Round & Dave Cash.

The Narrow Gauge Layout 16.5mm. 'Tarrant Valley'. (As much as can be accommodated.) Steve Green & John Webb.

The '00' Gauge Layout. 'Wimborne Minster' Grahame Bevan & Neil Turner.

The Test Track. '00'Gauge PTT' Gauge/'N' Gauge etc.

To be available to 'VISITORS' and members for random running.

I suggest a members Sales Table as an added attraction both to members and visitors (there will not be enough room for any outsider trade tables, whether members or not) JohnHenderson/George Russell.

DIARY

January 2010

Check availability of rooms for dates required. Confirm with committee and membership that open day can proceed

February/March

Plan layout of exhibits to allow maximum circulation and display

March-September

Ensure all aspects of proposal are covered

September

Confirm in Model Railway press to advertise event

October - November

Ensure all proposed exhibits are ready for show

December (early) Contact local press ie. Evening Echo Advertiser /Community Magazine with press release and possible advertisements

December 29th Wednesday:- 'Evening' Set up Show.

December 30th Thursday:- 'All day' Have fun playing trains. 'Evening' approx 8.00PM. Dismantle layouts.

Any profits can either be used to finance Society projects or donated to charity. ie. Swanage Carriage Trust.

I trust the proposal to promote the Wimborne Railway Society will be accepted and will be the success I believe it can be.

CLUB TEST TRACK – REPORT TO THE AGM – 2009

by Graham Bevan and Barry Moorhouse

Introduction

This report is prepared for the AGM and describes a brief history, the present status and intended progress to complete the new test track. A more detailed history and description of the new test track has been written and will be displayed with the new unit.

Brief History

In 2007 a separate OO-gauge track circuit on the existing test track to accommodate DCC Control was requested to avoid damage to DCC controllers. A number of options were discussed and it was finally agreed that a new test track was required. Not only was there insufficient space for a separate track circuit but, in addition, the existing timber base support frame had deteriorated to the detriment of track alignment.

The development of the new test track has taken into account feedback from members regarding particularly the following,

- Numbers of track circuits and their gauges,
- Relative positions of track circuits and spacing dependent upon members' rolling stock
- Passing loops and their locations
- Track types and manufacturers
- Underlay types

Present Status

The N-gauge, the four OO-gauge 2-rail and the OO-gauge 3-rail track circuits were brought into operation at the end of November 2009.

The HO/HOm dual gauge circuit point switches should hopefully be installed this month (December) to make the circuit operational.

The Gauge-1/O dual gauge track components have been purchased and track layout planning and marking out has already begun.

Controls are arranged so that there is just one socket wired to each track circuit. This allows either an analogue or a DCC controller to operate one particular track circuit.

Progress to Completion

The following are required to complete the new test track,

- Complete the Gauge-1/O dual gauge circuit
- Install point switches for the gaugeHO/HOm loop
- Review present instructions for setting-up and stowing the test track
- Paint generally the aluminium that has been primed
- Labelling

HORTON ROAD LAYOUT - REPORT TO THE AGM – 2009

by Dave Round

2009 saw our 7mm fine-scale layout "Horton Road" appear at the Society's biennial 'WimRail 2009' Show in April at the QE School, Wimborne. For many people this show was the first opportunity to see the Horton Road layout outside the club room. Logistically, moving Horton Road is a challenge but well worth the effort. A major accident to one of the signals caused a headache but the southern region concrete hut, recently purchased, filled in the gap. Many people commented how a 25 year old layout could still draw an admiring crowd with many visitors spending time with us during the event. So, how did we get the layout running and what lessons did we learn? Our previous mini exhibition at Bournemouth caused us to do a revamp of all the rail joints between boards before WimRail 2009. We tidied up ballast and made the layout as clean and tidy before the event as possible. We were aware that a former club member who was to have supplied us with some southern region orientated stock had unfortunately sold these on, leaving us a little short in that department. However, from members' own resources we managed to populate the layout with several regions' products including sound equipped Modern Image. It became apparent that the main station throat point and lead-in curve from the river end needed investigation as to its geometry. In addition, finer scale wheels are the modern standard particularly on wagons. During shunting operations wagons dipped into the vee gaps of the two handmade yard points. The "Branch" was an "add-on" to the original layout, to give greater operational interest. However, the 5'6" radius was a little tight for larger locomotives to traverse. We also realised the station throat restricted movement in the station itself and plans were formulated to overcome this shortcoming. So, back in the club room work started to overhaul this wonderful layout. New track has been laid and the station throat master point realigned to give a gentle lead-in to River Curve. It has been moved almost ½ inch at the point of entry giving a much more gentle lead-in. At the 'branch' end a similar exercise was undertaken to ease the curve from the yard exit. We have rebuilt the two yard points to finer scale and recent tests have proved most successful. Further track work is planned to improve running and appearance. We mentioned the limited possible movements around the station itself. We are planning to introduce either a 3 way point or a slip leading into a crossover by the signal box to allow a loco to run round within the station limits. This will give us the advantage of running round a train whilst the main branch circuit is in use. We hope to complete this work before September along with the upgrade of the scenics currently taking place. The replacement signal is now in place and only requires reconnecting. Your Tuesday team of John, Dave, Paul and myself have agreed the necessary changes with your Committee, and with their support, Horton Road will be back in an even better form.

Our next booked event is Blandford on 9th /10th October 2010. See you there.

THE GRETTON GAZETTE

A Grate Western Publication

G&W Christmas Quiz answers and excuses

1. Leo Crane will be from CAERLEON
2. Sue Clogter will be from GLOUCESTER
3. Don Nulbs will be from BLUNSDON
4. Mart Charen will be from CARMARTHEN
5. Gary Venbean will be from ABERGAVENNY
6. Naz Pence will be from PENZANCE
7. Al Disker will be from LISKAERD
8. Leigh Fastbuck will be from BUCKFASTLEIGH
9. Lily Penilove (3) will be from YEOVIL PEN 'ILL *
10. Don Dapting will be from PADDINGTON
11. Ross Gandodington (2) will be from GOODRINGTON SANDS
12. Eli Swivbomec will be from WIVELISCOMBE
13. Wes Gintale (2) will be from EAST EALING
14. Rob Gunapen will be from PANGBOURNE
15. Pat Dorshie will be from PORTISHEAD
16. Len Hansil will be from LLANISHEN
17. Dan Worren (2) will be from NEW RADNOR
18. Ian Buforre will be from FAIRBOURNE
19. Ford Hurst will be from THURSFORD *
20. Jonny Ductiove (2) will be from DOVEY JUNCTION

I'm glad that so many of you were paying attention and queried numbers 9 and 19. Number 9 should have been Lily's sister Milly from YEOVIL PEN MILL. The excuse for number 19 is er, um, that he was a G.W.R. fan, even if on the Midland and Great Northern Joint!

As to the tie breaker, C.Green is Al Terego, would go to the party with Leo Crane as Al was born in Caerleon. The Clangers attended the Tolworth Showtrain Exhibition with Gretton & Wenlock Rly, November 13th-15th. A couple of rooms were reserved in the Travel Lodge under the names of S & C Green. Steve Green was S.Green and Al Terego was C.Green. Hope that's clear!

As the quiz hasn't closed yet (it's the same day as the closing date for this issue) well done to the winner, and thank you for all the efforts at the tie breaker. Have a happy new decade.

THE TARRANT THYMES

The Now Defunct Weekly Paper of the Tarrant Valley
Railway, Special Souvenir Supplementary Supplement.

The Board of Directors would like to draw your attention to the following running days in 2010 along the Tarrant Valley:-

Saturday 10th April at Narrow Gauge South,
Sparsholt College, Winchester.

Sat 8th & Sun 9th May at Michael Herbert Hall,
South Street, Wilton, Salisbury.

If you are able to attend on any of the above dates, could you please speak to the Route Operations Manager at least 2 weeks before the day(s) you wish to attend.

Your Train Crew Supervisor will then be able to assign you to whichever vehicle can take you to the venue of choice and your Roster Clerk will issue you your duties for the day(s) in question.

Please listen out for further details at your local branch meetings nearer the time, or look through the Carriage Working Notices at your nearest depot/home station.

Many thanks.

Lord Chris of Tarrant
W.R.Smyth
Al Terego
The Reverend Green

Chairman
Director & Historian
Publicity Officer
Stonemere Signalman

February 2010

THE MOORS VALLEY RAILWAY.

The Moors Valley Railway will be holding a full range of special events throughout 2010. They are as follows:-

TANK ENGINE DAY - Sun 7th FEBRUARY

TANK ENGINE DAY - Sun 7th MARCH

OPEN DAY - Sun 28th MARCH
(TAKE A LOOK BEHIND THE SCENES.)

TINKERBELL RALLY - 1st & 2nd MAY
(INCLUDES VISITING "TINKERBELL" CLASS LOCOS.)

GRAND STEAM GALA - 12th & 13th JUNE
Incl. UPTO 15 LOCOS IN STEAM, FULL SIZE & MINIATURE TRACTION ENGINES,
SAW BENCH, MODEL RAILWAY EXHIBITION, CLASSIC CARS and more.
(DAY ROVER TICKETS AVAILABLE.)

AMERICAN WEEKEND - 3rd & 4th JULY

MODEL RAILWAY WEEKEND - 24th & 25th JULY

GARRATT GATHERING - 18th & 19th SEPT.

TANK ENGINE DAY - Sun 7th NOVEMBER

SANTA SPECIALS - Suns 12th & 19th DECEMBER
(PRE-BOOKED ONLY BY ADVANCED TICKETS.)

For further information on any of the Special Events this year, please contact the Railway on the number below, or call in to the Railway Shop during operating hours. Alternatively, speak to Steve "The Reverend" Green. Driver Training courses available on alternate Saturdays, except on Special Events.

The Railway is open every Weekend and School Holidays, then daily from the Spring Bank Holiday to mid-September: 10.45am – 5pm.

MOORS VALLEY RAILWAY, Moors Valley Country Park,
Horton Road, Ashley Heath, Hants. BH24 2ET.

Tel: (01425) 471415.

shop@moorsvalleyrailway.co.uk.



Croydon Tramlink 2540 is seen here reversing at Sandilands on 15 August 2009 during track relaying in the centre of Croydon. All trams now carry this new blue white and green livery. Ken Aveyard



Also pictured on 15 August 2009 is London Overground unit 378013 seen here at West Brompton station. These units have underground style interiors with perimeter seating and lots of standing room. KA



Somerset and Dorset 7F 2-8-0 number 88 seen on 20 June 2009 at Minehead station on the West Somerset Railway. John Henderson



The West Somerset Railway also houses a collection of Western Region diesels including one of only two Warship class diesels to escape the scrap man. D832 Onslaught is seen at Minehead station on 20 June 2009 with the new turntable in the background.

John Henderson



On 9 October 2009 Northern Rail liveried Pacer unit 142054 passes Freightliner's Midland Road depot on a Sheffield service. Ken Aveyard



About 15 minutes before the top photograph was taken, 66511, 66544 and 66525 had approached from the Leeds direction and are seen here waiting to reverse back in to Midland Road.

Ken Aveyard